

**MINUTES OF THE  
TRANSPORTATION PLANNING TASK FORCE**

Wednesday, October 13, 2004 – 9:00 a.m. – Weber County Commission Chambers

**Members Present:**

Senator Carlene M. Walker  
Rep. Rebecca D. Lockhart  
Sen. Karen Hale  
Sen. Sheldon L. Killpack  
Sen. John L. Valentine  
Rep. J. Stuart Adams  
Rep. Brad Dee  
Rep. Craig W. Buttars  
Rep. John Dougall  
Rep. Neil A. Hansen  
Rep. Todd E. Kiser

**Members Absent:**

Sen. David L. Gladwell  
Sen. Paula Julander  
Rep. Neal B. Hendrickson

**Staff Present:**

Mr. Benjamin N. Christensen, Policy Analyst  
Ms. Shannon C. Halverson, Associate General Counsel  
Ms. Joy L. Miller, Legislative Secretary

**Note:** A list of others present and a copy of related materials can be found at [www.leg.utah.gov](http://www.leg.utah.gov) or by contacting the task force secretary, Joy Miller, at 538-1032. A recording of the meeting may also be available from the task force secretary.

**1. Task Force Business**

Rep. Lockhart called the meeting to order at 9:15 a.m.

**MOTION:** Rep. Hansen moved to approve the minutes of the September 8, 2004 meeting. The motion passed unanimously. Sen. Valentine and Rep. Buttars were absent for the vote.

**2. Local Area Presentation - Ogden City and Weber County**

Mayor Matthew Godfrey, Ogden City, distributed a copy of his power point presentation on transportation issues relating to Weber County. He discussed per capita spending in Wasatch Front counties for Centennial Highway Funds and the inequitable distribution of those funds. He pointed out that Weber County I-15 interchanges have accident rates five times higher than those in Davis County.

Ms. Camille T. Cain, Chair, Weber County Commission, distributed a list of specific projects important to the future of the people of Weber County. These projects are some of the most urgent priorities which are hindering the county's ability to obtain community and economic success.

Mayor Bruce Burrows, Riverdale City, stated that currently the city is receiving 5 cents on every dollar it contributes to highway user fees. The economic viability of Weber County is built around transportation issues. The county has limited east/west corridors. He noted that funding for various projects has been delayed many times.

Mayor Lynn Muirbrook, North Ogden City, stated the city is the fourth fastest growing city in the state and many of its residents travel south to work. He also indicated that projects important to their area have been repeatedly delayed.

**3. Rural County Presentation – Garfield, Sevier, and San Juan Counties**

Mr. Brian Bremner, Garfield County Engineer, addressed some of the questions he received from Rep. Lockhart and a copy of the questions were distributed to members of the Task Force. He commented that one of the greatest transportation challenges facing rural Utah is preservation of the B and C road funds. Nine counties in rural Utah actually receive less now than they would have received if the funding formula had not been revised some years ago. He pointed out that they can do more with state dollars than federal dollars.

Mr. Ralph Okerlund, Sevier County Commissioner, said the primary source of funding for local transportation facilities is the B and C road funds. In many cases it is the only source of funding. Many rural communities have used C road funds to obtain loans for transportation projects. There isn't the economy in rural Utah to generate the amount of money generated by the B and C road funds. He noted that federal lands take up a great deal of rural areas and can't be taxed.

Mr. Ty Lewis, San Juan County, said that at this point, the county could not do a better job on state highways than UDOT. However, a transfer of state highways to the county would be a viable option if funding is provided.

Sen. Walker requested that the presenters raise the issue of jurisdictional transfer of state highways at the upcoming conference of the Utah Association of Counties.

Rep. Dee asked that the rural counties be more proactive in long-term projections and prioritization of needs.

#### **4. Follow-up Reports and Updates**

Mr. Christensen updated the Task Force on the current state vehicle registration fees. He indicated the \$21 registration fee puts the state at 38th among states. Mr. Christensen distributed "Distribution of Fees Paid at Vehicle Registration Renewal" and pointed out that in FY 2003, for every dollar cost for vehicle titling functions, the state collects only 84 cents in revenue. By comparison, for every dollar cost to collect fuel taxes the state collects \$357 in revenue. He distributed "State Title Fees for Passenger Vehicles" and pointed out that the state charges a \$6 fee which is 40th among states and the 50 states average charge for a vehicle title is \$16.

Ms. Halverson briefly discussed the uniform in-lieu fee history and status. Each taxing district would have its own impact based on the revenues received. She stated that when the age-based fee replaced the value base property tax for vehicles, a provision was put in the bill so that the certified revenue levy could be adjusted to address the impacts on each taxing district.

Mr. Mark Bleazard, Office of the Legislative Fiscal Analyst, reviewed "Estimated Tax Exempt Fuel Sales and Registrations to Government and Education." Information obtained from FY 2003 indicates that over 19 million gallons of fuel was used for these vehicles. The total tax for these entities amounts to \$4 million of which the state's portion would have been \$3.5 million. The state portion of vehicle registration fees would have been \$149,625.

Mr. Carlos Braceras, UDOT (Utah Department of Transportation), reported on trust lands participation

with highway funding. He indicated there are limitations on the way State and Institutional Trust Lands Administration can participate in transportation projects. Direct contribution of trust lands for purposes other than for school children is prohibited. Mr. Braceras said there are good opportunities to find mutually beneficial ways to work together.

Mr. John Njord, UDOT, discussed toll road use in other states and "UDOT Initiates Managed Lanes Study" which was mailed to the Task Force. Work on the study will conclude at the end of the year. Some of the options under consideration include reversible lanes, high-occupancy vehicle lanes, high-occupancy toll lanes, toll roads, and cordon pricing.

**MOTION:** Sen. Walker moved to request staff to draft a resolution to support continuing study of the use of managed lanes to make the most efficient use of highway resources and that UDOT report its findings to the Legislature on the various options as outlined by UDOT. The motion passed unanimously.

Mr. Christensen distributed "Utah Transportation Commission Guiding Principles for Rulemaking for SB 11, Guidelines for Local Matching Dollars for Transportation Projects for the information of the task force."

## **5. Other items / Adjourn**

**MOTION:** Sen. Walker moved to schedule meetings of the Task Force for the morning of October 27, November 4, and November 5. The motion passed unanimously. Sen. Hale was absent for the vote.

Rep. Valentine and Rep. Buttars indicated they would not be able to attend the meeting on October 27.

**MOTION:** Rep. Adams moved to adjourn the meeting. The motion passed unanimously. Sen. Hale was absent for the vote.

Chair Lockhart adjourned the meeting at 11:05 a.m.